

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
434 and Campus Plaza
Vestal
Smells so good

File Name : Not Named 4
Site Code : 223.1
Start Date : 8/11/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

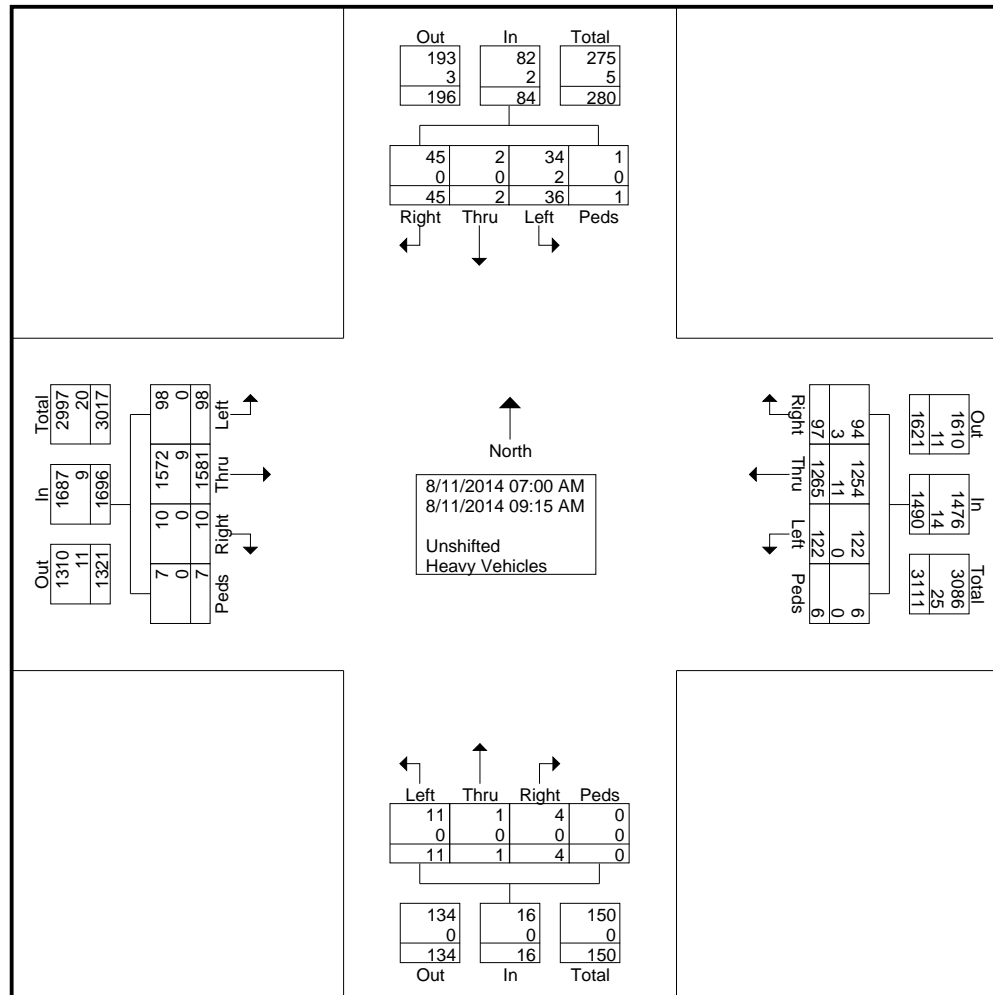
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	0	2	0	4	5	86	7	0	98	0	0	0	0	0	0	88	2	0	90	192
07:15 AM	2	0	2	0	4	7	93	9	0	109	0	0	0	0	0	0	118	7	2	127	240
07:30 AM	2	0	2	0	4	6	120	14	0	140	0	0	1	0	1	1	162	7	1	171	316
07:45 AM	7	2	7	0	16	13	149	18	0	180	1	0	0	0	1	2	233	19	0	254	451
Total	13	2	13	0	28	31	448	48	0	527	1	0	1	0	2	3	601	35	3	642	1199
08:00 AM	4	0	0	0	4	13	126	5	0	144	0	0	1	0	1	2	185	4	0	191	340
08:15 AM	5	0	4	1	10	7	135	11	0	153	0	0	4	0	4	0	179	5	0	184	351
08:30 AM	4	0	2	0	6	11	126	18	1	156	0	1	1	0	2	3	145	10	0	158	322
08:45 AM	9	0	8	0	17	12	159	16	1	188	2	0	3	0	5	1	161	15	1	178	388
Total	22	0	14	1	37	43	546	50	2	641	2	1	9	0	12	6	670	34	1	711	1401
09:00 AM	3	0	6	0	9	14	174	14	0	202	1	0	1	0	2	1	180	13	1	195	408
09:15 AM	7	0	3	0	10	9	97	10	4	120	0	0	0	0	0	0	130	16	2	148	278
Grand Total	45	2	36	1	84	97	1265	122	6	1490	4	1	11	0	16	10	1581	98	7	1696	3286
Apprch %	53.6	2.4	42.9	1.2		6.5	84.9	8.2	0.4		25	6.2	68.8	0		0.6	93.2	5.8	0.4		
Total %	1.4	0.1	1.1	0	2.6	3	38.5	3.7	0.2	45.3	0.1	0	0.3	0	0.5	0.3	48.1	3	0.2	51.6	
Unshifted	45	2	34	1	82	94	1254	122	6	1476	4	1	11	0	16	10	1572	98	7	1687	3261
% Unshifted	100	100	94.4	100	97.6	96.9	99.1	100	100	99.1	100	100	100	0	100	100	99.4	100	100	99.5	99.2
Heavy Vehicles	0	0	2	0	2	3	11	0	0	14	0	0	0	0	0	0	9	0	0	9	25
% Heavy Vehicles	0	0	5.6	0	2.4	3.1	0.9	0	0	0.9	0	0	0	0	0	0	0.6	0	0	0.5	0.8

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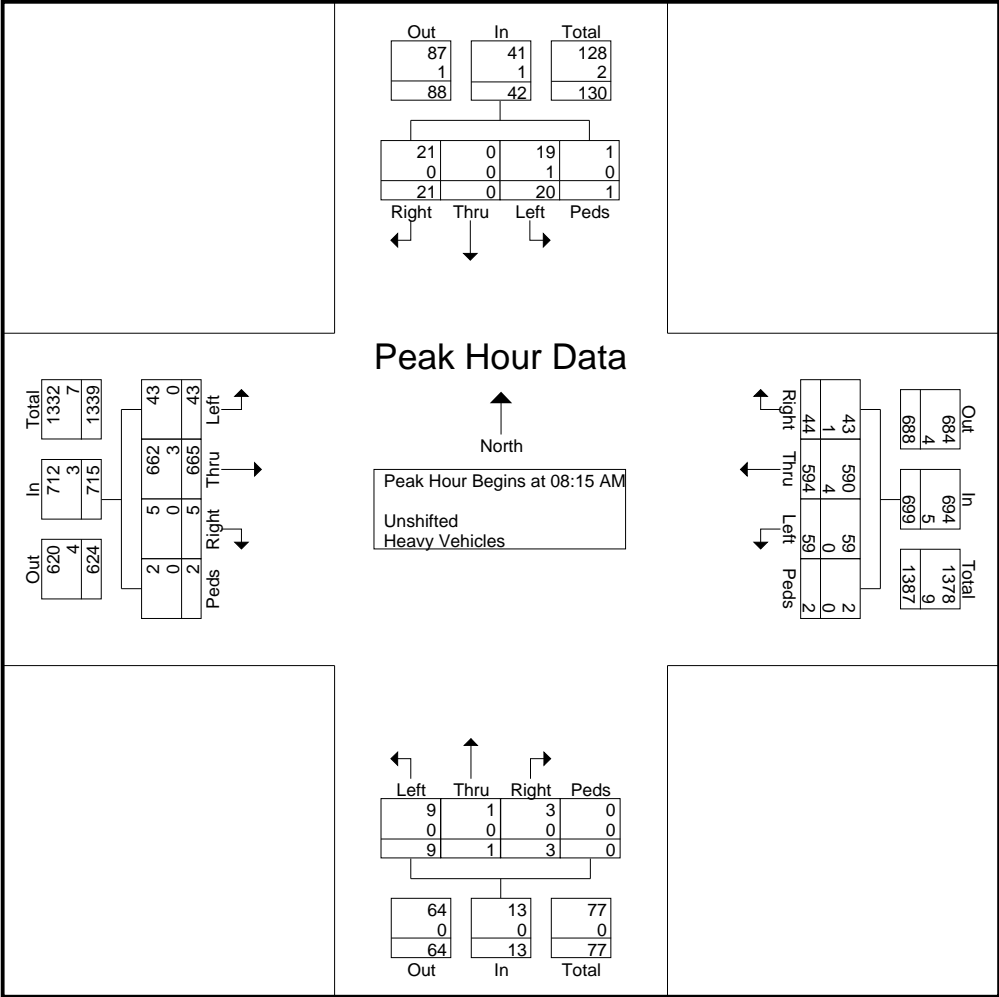
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	0	4	1	10	7	135	11	0	153	0	0	4	0	4	0	179	5	0	184	351
08:30 AM	4	0	2	0	6	11	126	18	1	156	0	1	1	0	2	3	145	10	0	158	322
08:45 AM	9	0	8	0	17	12	159	16	1	188	2	0	3	0	5	1	161	15	1	178	388
09:00 AM	3	0	6	0	9	14	174	14	0	202	1	0	1	0	2	1	180	13	1	195	408
Total Volume	21	0	20	1	42	44	594	59	2	699	3	1	9	0	13	5	665	43	2	715	1469
% App. Total	50	0	47.6	2.4		6.3	85	8.4	0.3		23.1	7.7	69.2	0		0.7	93	6	0.3		
PHF	.583	.000	.625	.250	.618	.786	.853	.819	.500	.865	.375	.250	.563	.000	.650	.417	.924	.717	.500	.917	.900
Unshifted	21	0	19	1	41	43	590	59	2	694	3	1	9	0	13	5	662	43	2	712	1460
% Unshifted	100	0	95.0	100	97.6	97.7	99.3	100	100	99.3	100	100	100	0	100	100	99.5	100	100	99.6	99.4
Heavy Vehicles	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	9
% Heavy Vehicles	0	0	5.0	0	2.4	2.3	0.7	0	0	0.7	0	0	0	0	0	0	0.5	0	0	0.4	0.6

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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:15 AM					08:15 AM					08:15 AM					07:30 AM					
+0 mins.	5	0	4	1	10	7	135	11	0	153	0	0	4	0	4	1	162	7	1	171	
+15 mins.	4	0	2	0	6	11	126	18	1	156	0	1	1	0	2	2	233	19	0	254	
+30 mins.	9	0	8	0	17	12	159	16	1	188	2	0	3	0	5	2	185	4	0	191	
+45 mins.	3	0	6	0	9	14	174	14	0	202	1	0	1	0	2	0	179	5	0	184	
Total Volume	21	0	20	1	42	44	594	59	2	699	3	1	9	0	13	5	759	35	1	800	
% App. Total	50	0	47.6	2.4		6.3	85	8.4	0.3		23.1	7.7	69.2	0		0.6	94.9	4.4	0.1		
PHF	.583	.000	.625	.250	.618	.786	.853	.819	.500	.865	.375	.250	.563	.000	.650	.625	.814	.461	.250	.787	
Unshifted	21	0	19	1	41	43	590	59	2	694	3	1	9	0	13	5	753	35	1	794	
% Unshifted	100	0	95	100	97.6	97.7	99.3	100	100	99.3	100	100	100	0	100	100	99.2	100	100	99.2	
Heavy Vehicles	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	
% Heavy Vehicles	0	0	5	0	2.4	2.3	0.7	0	0	0.7	0	0	0	0	0	0	0.8	0	0	0.8	

